

25X1D

Next 1 Page(s) In Document Exempt

TOP SECRET

IN: 67788

OPS-10H

25X1A  
TOP SECRET 160130Z

IMMEDIATE [ ] INFO [ ]

DOESN'T HAVE FORMAT!! 25X1A  
25X1A

- 25X1A  
[ ]
- A. BX6728
  - B. FILM EVALUATION REPORT
  - C. TYPE I/C/2017 FT.
  - D. FULTRON 202/14DN/1 MIN 4 SEC/78.5 DEGREES F.
  - E. 2.78/2.67
  - F. 3404/2151-269-4-10-6/DNA
  - G. (1) GOOD
  - (2) GOOD
  - (3) MEDIUM
  - (4) GOOD
  - (5) OPERATIONAL
  - (6) NORMAL
  - (7) OVERALL CLOUD COVER APRX 85 PCT. TRACK SEGMENT T1 APRX 80 PCT CLOUD COVER, T2 APRX 65 PCT.

25X1A  
H. O.N. DISPOSITION TO [ ]

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T O P S E C R E T

PAGE 2

3 DUPE POS TO NATIONAL CUSTOMERS

6 DUPE POS AND 1 DUPE NEG TO THEATRE CUSTOMERS

I. START-UP WAS NORMAL WITH OVERLAP AND SHUTTLE MOTION NOTED THROUGHOUT INITIAL 15 FRAMES. CAMERA RECYCLED FROM FRAME 460 TO 496. SHUT-DOWN WAS NORMAL. FINE EMULSION SCRATCHES, 1 INCH LONG, 1 1/2 INCHES FROM LEADING EDGE EVERY 4 INCHES WERE NOTED IN THE INITIAL 300 FRAMES, A SECOND SET OF EMULSION SCRATCHES, 1 INCH FROM TRAILING EDGE, 1 INCH IN LENGTH OCCURRED EVERY 4 INCHES ON THE INITIAL 300 FRAMES. A SPECULAR REFLECTION OCCURRED BETWEEN 0130 & 0300 ON CLOCKS IN ALL FWD DATA CHAMBERS. DATA CHAMBER ENTERS IMAGERY 3/16 INCH IN ALTERNATING FWD FRAMES. A SCRATCH AND ACCOMPANYING PLUS DENSITY WAS NOTED 3 INCHES FROM LEADING EDGE BEGINNING ON FRAME 366 AND EXTENDING TO FRAME 455. MINOR HANDLING SCRATCHES INTERMITTENT THROUGHOUT MISSION. HEAVY HANDLING SCRATCHES ON FRAMES 175, 177 AND 178. MINUS DENSITY LINE .5MM WIDE, 2 1/2 INCHES FROM LEADING EDGE ON ALL AFT FRAMES WERE PRESENT.

T O P S E C R E T 160203Z OCT 67

T O P S E C R E T

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IN: 67770

25X1A

OFF 9-10

TO TOP SECRET 151600Z CITE

25X1

IMMEDIATE INFO IMMEDIATE

25X1A

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A. BX6728

B. FLASH REPORT AFTER PROCESSING.

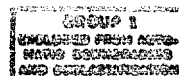
C. I

D. C

E. THE FILM ARRIVED IN GOOD PHYSICAL CONDITION WITH NORMAL EXPOSURE, MEDIUM CONTRAST, GOOD RESOLUTION, AND OPERATIONAL DATA RECORDING. IN EVERY OTHER FORWARD FRAMES APPROXIMATELY HALF OF FORWARD CLOCK IN THE IMAGE AREA THROUGHOUT MISSION. THE FIRST TEN FRAMES OF USABLE IMAGERY WERE OVERLAPPED 1/4" TO A FULL FRAME. CAMERA RECYCLED THROUGHOUT 36 FRAMES, 85 PERCENT INTO THE MISSION. THERE WERE INTERMITTENT EMULSION SCRATCHES 1" LONG AND 1" FROM TRAILING EDGE, OCCURRING EVERY 4" THROUGHOUT FIRST HALF OF MISSION, AND 1 1/2" FROM LEADING EDGE, 1" LONG AND OCCURRING EVERY 4". TIMING MARKS RAN OFF TRAILING EDGE ON AFT FRAMES THROUGHOUT MISSION.

TOR: 15OCT67 1736Z

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TOP SECRET

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| 1 | 9  |
| 2 | 10 |
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| 7 | 15 |
| 8 | 16 |

TO :  
FROM :  
ACTION:  
INFO :

IN 67764

OPS 1-10

TO :  
TOP SECRET 151406Z CITE  
IMMEDIATE 25X1A 25X1A  
25X1A

CITE

25X1

1. I AM VERY SORRY THAT I DIDN'T SEND YOU THIS NOTE

25X1A EARLIER BUT HAD FELT THAT THE COVERED  
JUST ABOUT ALL THERE WAS TO SAY. WON'T NEGLECT THIS  
AGAIN.

2. THE MISSION WENT REAL WELL TODAY AND EVERYTHING  
WENT JUST LIKE THE BOOK. WEATHER OVER THE TARGET  
LOOKED VERY SLIM AT BEST BUT WE HERE FELT THAT  
IT MIGHT BE IN OUR FAVOR. THE TEMPERATURES ALOFT  
WERE 5-7 DEGREES HOTTER THAN STANDARD ON THE  
OUTBOUND LEG BETWEEN N. LUZON AND THE TURN AT DAUANG. KEN WAS  
INDICATING AS HIGH AS 1893 KNOTS JUST BEFORE  
THE TURN TO THE NORTH. THIS CAUSED HIM TO  
OVERSHOOT A LITTLE AND HE TURNED THE CAMERA  
ON ABOUT 30 SECONDS LATE AFTER THE ARTICLE

TOP SECRET

GROUP 1  
EXCLUDED FROM AUTO-  
MATIC DOWNGRADING  
AND DECLASSIFICATION

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STABILIZED. OTHERWISE THE CAMERA TURN ON  
WERE ON THE HACK. 1800 FT WERE TAKEN.

3. HE PENETRATED EACH TIME AT 79M.

4. WEATHER ON THE FIRST PASS WAS 60 PERCENT COVERED.  
HE DID SEE THE COAST AND A SMALL CLEAR  
AREA AT DONG HOI. THE WEATHER IN THE  
NORTH TURN WAS ONLY LIGHT SCATTERED. ON THE  
RETURN LEG OVER THE DMZ HE WAS UNABLE TO SPOT  
THE DEFOLIATED AREA WHICH IS EASILY DISCERNABLE.

5. AR WEATHER WAS GOOD AND HE TOOK 67M LBS ON  
EACH AR. ARRIVAL HOME WITH 400 NO. BETTER THAN  
PROGRAMMED.

6. THE ARTICLE RAN VERY GOOD EXCEPT THE VARYING  
TEMPS. CAUSED THE LEFT FWD DOOR TO CRACK  
OPEN OCCASSIONALLY AS HIGH AS 3.16MN. OTHERWISE,  
THE NUMBER TWO TANK EMPTY LIGHT DIDN'T COME ON  
CAUSED BY A BURNED OUT BULB. A GOOD AIRPLANE.

8. THE ONLY HITCH FOR THE DAY WAS WHEN 129, THE  
SPARE, WAS FOUND TO HAVE A CRACKED BRACKET

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TOP SECRET

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THAT HOLDS THE NUMBER TWO UPPER FILLET ON  
THE LEFT SIDE. ABOUT AN HOUR AND A HALF BEFORE  
THE SPARE WAS TO START, THE MECHS WERE LOOKING  
OVER SOME SMALL FUEL LEAKS ON TOP OF THE WING.  
THEY WERE TRYING TO PINPOINT THEM FOR FUTURE  
PLANNING AND IN SO DOING, THEY FOUND A  
BRACKET BARELY HOLDING. IT WASN'T APPARENT BY  
JUST LOOKING AND SO HAD BEEN MISSED ON PREVIOUS POST FLIGHT.  
IF IT WOULD HAVE FLOWN I AM ALMOST SURE WE  
WOULD HAVE PEELED IT OFF ALONG WITH 2 MORE.  
THERE WAS NO NEGLIGENCE IN FAILING TO FIND THIS  
BEFORE. HOWEVER, WE WILL TIGHTEN UP SOME INSPECTION  
PROCEDURES IN THIS AREA AS I'M SURE YOU ARE AS  
NERVOUS OVER LOSING PANELS AS I AM FROM THAT  
TIME IN JUNE.

9. HOPE THE WEATHER BREAKS FOR TOMORROW.

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